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CLAIMS

[Utility model registration claim]
[Claim 1] An inflator for the generation of gas built in head loess TOREINTO with which a sheet of an automobile was equipped, The air-bag equipment characterized by to consist of a harness for carrying out series connection of a sensor which will close a circuit if the back of crew who has sat down on a sheet pushes a seat back strongly, and the above-mentioned air bag, a dc-battery and a sensor by the impact which built in the air bag which consists of a bag which expands by gas from an inflator, the dc-battery for the above-mentioned air-bag actuation which built in the above-mentioned sheet, and the seat back of the above-mentioned sheet, and which joins an automobile.

[Translation done.]

DETAILED DESCRIPTION

[Detailed explanation of a design]
[0001]
[Industrial Application]
This design is related with the air bag built in head loess TOREINTO of the sheet for automobiles in detail about air bag equipment.
[0002]
[Description of the Prior Art]
The seat back of the sheet with which the automobile is equipped is equipped with head loess TOREINTO in order to prevent or mitigate the trauma of crew's ****** in case of a rear-face collision.
[0003]
The letter of a block is carried out, it has really attached by the push-in type-like on the seat-back (2) upper surface of a sheet (1), that front face crew [who has sat down on the sheet (1)] (A) Removes, and it is made to have countered with **** (B), as this head loess TOREINTO (3) is shown in drawing 4 .
[0004]
And he crew (A) Removes and is trying to prevent or mitigate the trauma of **** (B) by crew's (A)'s head (C) crossing a seat back's (2)'s upper surface, and inhibiting carrying out backward tilting to a posterior part, and restricting the relative setback of a head (C) to crew's (A)'s fuselage (D) in case of the rear-face collision of an automobile.
[0005]
By the way, above-mentioned head loess TOREINTO (3) The size of each part material is set up so that it may crew [the front face of head loess TOREINTO (3), and] (A) Remove and predetermined space (M) may be formed between **** (B), when crew (A) sits down with the usual posture on a sheet (1). It is made to have not restrained a motion on crew's (A)'s head (C), and is made for head loess TOREINTO (3) to have not checked a motion of the head at the time of a back check or a side check at the time of taking a seat to crew's (A)'s sheet (1).
[0006]
However, if it crew (A) Removed and space (M) was formed between **** (B) and head loess TOREINTO (3), since a head (C) moved only the part of this space (M) back in case of the rear-face collision of an automobile, there was a problem that the energy at the time of a collision was fully unabsorbable.
[0007]
Then, the air bag equipment for flagellation ****** indicated by JP,4-65644,U is proposed conventionally.
[0008]
As this air bag equipment for flagellation ****** is shown in drawing 5 , an air bag (10) in head loess

TOREINTO (3) A nest, By expanding the air bag (10) built in in head loess TOREINTO (3) in case of an automobile rear-face collision Crew (A) By the space (M) in which it removes and is formed between **** (B) and head loess TOREINTO (3), it has prevented that a head (C) moves back.
[0009]
In addition, among drawing, the harness which connects the mounted dc-battery (12) with the air bag (10) which contained (11) in head loess TOREINTO (3), and (13) are the sensors for connecting a dc-battery (12) with an air bag (10), and expanding an air bag (10), when a rear-face collision is detected.
[0010]
[Problem(s) to be Solved by the Device]
Even if it will crew (A) Remove and will form space (M) between **** (B) and head loess TOREINTO (3) if the air bag (10) is incorporated in head loess TOREINTO (3) as described above, it can prevent that a head (C) moves back at the time of a rear-face collision.
[0011]
However, if an air bag (10) is incorporated in head loess TOREINTO (3) as described above The air bag (10) located in head loess TOREINTO (3) of a sheet (1), and the dc-battery with which the body side was equipped (12), There was a problem said that it will be necessary to connect a sensor (13) etc. with a harness (11), and the overall length of a harness (11) becomes very long, and a wiring activity becomes very complicated since the sheet (1) is attached free [a slide] to the body.
[0012]
Moreover, when the overall length of a harness (11) became long like the above, by the time a sensor (13) detects a rear-face collision, passes current to an air bag (10) and operated the air bag (10) at the time of the rear-face collision of an automobile, the harness (11) cut, and there was a danger that an air bag (10) would not operate.
[0013]
[Means for Solving the Problem]
Air bag equipment built in head loess TOREINTO of a sheet of an automobile Air bag which consists of an inflator for the generation of gas built in head loess TOREINTO, and a bag which expands by gas from an inflator [0014]
Dc-battery for the above-mentioned air bag actuation built in the above-mentioned sheet Sensor which will close a circuit by impact which was built in a seat back of the above-mentioned sheet, and which joins an automobile if the back of crew who has sat down on a sheet pushes a seat back strongly [0015]
A harness for carrying out series connection of the above-mentioned air bag, a dc-battery, and the sensor constitutes.
[0016]
[Function]
As described above, by building the dc-battery and sensor for air bag actuation which were built in head loess TOREINTO in the sheet for automobiles, contiguity arrangement of the three above-mentioned person is enabled, and simplification of three persons' wiring activity and prevention of an open circuit are measured.
[0017]
[Example]
Drawing 1 shows the air bag equipment (20) concerning this design.
[0018]
In this drawing, the sheet with which an automobile is equipped, and (22) (21) The seat back of a sheet (21) and (23) It is head loess TOREINTO which carried out the letter of a block attached in a seat back's (22)'s upper surface. The fitting location of this head loess TOREINTO (23) When crew (A) sits down on a sheet (21), it crew (A) Removes and is made to be formed in the space (M) of the specified quantity between **** (B) and head loess TOREINTO (23) as usual.

[0019]
(24) is the air bag built in head loess TOREINTO (23), and this air bag (24) is constituted by the inflator (26) for supplying gas to a bag (25) quickly at the bag (25) which carried out saccate [which was folded up small] and equipped with the stoma for gas drainage, and the time of necessity.
[0020]
Moreover, it is constituted by this inflator (Squibb (29 which consists of an electric heater for lighting the nitrogen generation-of-gas agent (28) and nitrogen generation-of-gas agent (28) for generating combustion gas quickly and expanding a bag (25) at a stretch after ignition in casing (27) which carried out the shape of a cylinder as 26) is shown in drawing 3).
[0021]
And current flows to Squibb (29), and when a nitrogen generation-of-gas agent (28) is lit, a nitrogen generation-of-gas agent (28) burns and gas occurs by Squibb (29), this gas flows in a bag (25) and it is made for the bag (25) to have expanded.
[0022]
The dc-battery only for the above-mentioned air bags (24) which incorporated (30) in the seat back (22), and (31) are the sensors similarly incorporated in the seat back (22), and series connection of the above-mentioned dc-battery (30) and the sensor (31) has been carried out to the inflator (Squibb (29 of 26)) through the harness (32).
[0023]
Moreover, at the time of the rear-face collision of an automobile, the above-mentioned sensor (31) is turned on if the back of the crew (A) who has sat down on the sheet (21) is strongly forced to a seat back (22), and it has closed the circuit of a dc-battery (30) and an air bag (24).
[0024]
In the above-mentioned configuration, since it crew (A) Removes and predetermined space (M) is formed between **** (B) and head loess TOREINTO (23) when crew (A) takes the automobile incorporating the air bag equipment (20) concerning this design and it is usually running, the head for a back check or a side check (C) can be moved freely.
[0025]
Moreover, if an automobile suits a rear-face collision and crew's (A)'s back pushes a seat back (22) strongly While preventing certainly that a bag (23) expands and crew's (A)'s head (C) moves back as a sensor (31) turns on, an air bag (24) operates and it is shown in drawing 2 According to an operation of the stoma for gas drainage, the impact which joins a head is absorbed by fading after expansion of a bag (23).
[0026]
Thus, if the dc-battery (30) and sensor (31) for air bag (24) actuation are incorporated in the seat back (22) of a sheet (21) Since a harness (32) is short and ends, while the wiring activity of the harness (32) which a dc-battery (30) and a sensor (31) are made to approach very much, can arrange, and connects the three above-mentioned person with an air bag (24) becomes very easy, The probability which a harness (32) cuts before actuation of an air bag (24) is almost lost in case of a rear-face collision.
[0027]
[Effect of the Device]
As explained above, since the air bag equipment concerning this design enabled contiguity arrangement of the three above-mentioned person by building the dc-battery and sensor for air bag actuation which were built in head loess TOREINTO in the seat back of the sheet for automobiles, it can measure simplification of the wiring activity of three persons of an air bag, the dc-battery for air bag actuation, and a sensor.
[0028]
Moreover, if contiguity arrangement of the three above-mentioned person is carried out, since the harness which connects three persons will also be very short and will end, the danger that a harness

will cut by the time an air bag operates at the time of a rear-face collision almost disappears, and can improve sharply the safety at the time of a rear-face collision.

[Translation done.]

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DESCRIPTION OF DRAWINGS

[Brief Description of the Drawings]
[Drawing 1] The side elevation showing the air bag equipment concerning this design.
[Drawing 2] The side elevation showing the condition that the air bag equipment concerning this design operated.
[Drawing 3] The side elevation showing an air bag.
[Drawing 4] The side elevation showing the common sheet for automobiles.
[Drawing 5] Drawing showing the conventional example of air bag equipment.
[Description of Notations]
A Crew
20 Air Bag Equipment
21 Sheet
22 Seat Back
23 Head Loess TOREINTO
24 Air Bag
25 Bag
26 Inflator
30 Dc-battery
31 Sensor
32 Harness

[Translation done.]

(19)日本国特許庁（ＪＰ）　(12) **公開実用新案公報（Ｕ）**　(11)実用新案出願公開番号

実開平6－59163

(43)公開日　平成６年(1994)８月16日

(51)Int.Cl.[5]	識別記号	庁内整理番号	Ｆ Ｉ	技術表示箇所
Ｂ６０Ｒ　21/16		8920－3D		

審査請求　未請求　請求項の数１　ＯＬ　（全　３　頁）

(21)出願番号　実願平5－2004

(22)出願日　平成５年(1993)１月29日

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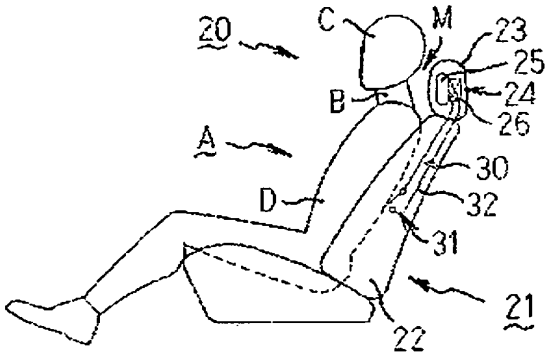
(54)【考案の名称】　エアーバッグ装置

(57)【要約】

【目的】　自動車用シートのヘッドレストレイントへのエアーバッグの組込み時の作業性及び安全性の向上を目的とする。

【構成】　自動車のシートのヘッドレストレイントに内蔵されるエアーバッグ装置を、ヘッドレストレイントに内蔵した、ガス発生用のインフレータと、インフレータからのガスによって膨張するバッグとからなるエアーバッグと、上記シートに内蔵した、上記エアーバッグ作動用のバッテリーと、上記シートのシートバックに内蔵した、自動車に加わる衝撃により、シートに着座している乗員の背中がシートバックを強く押すと回路を閉じるセンサとによって構成し、上記３者を近接配置したものである。



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【実用新案登録請求の範囲】

【請求項１】　自動車のシートに装備されたヘッドレストレイントに内蔵した、ガス発生用のインフレータと、インフレータからのガスによって膨張するバッグとからなるエアーバッグと、

上記シートに内蔵した、上記エアーバッグ作動用のバッテリーと、

上記シートのシートバックに内蔵した、自動車に加わる衝撃により、シートに着座している乗員の背中がシートバックを強く押すと回路を閉じるセンサと、

上記エアーバッグ、バッテリー及びセンサを直列接続するためのハーネスとからなることを特徴とするエアーバッグ装置。

【図面の簡単な説明】

【図１】本考案に係るエアーバッグ装置を示す側面図。

【図２】本考案に係るエアーバッグ装置が作動した状態＊

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＊を示す側面図。

【図３】エアーバッグを示す側面図。

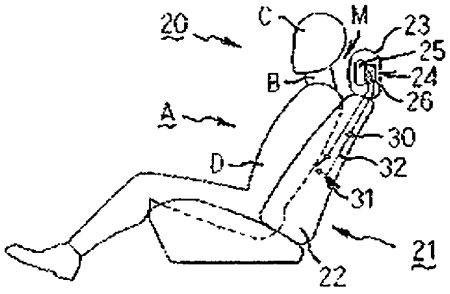
【図４】一般の自動車用シートを示す側面図。

【図５】エアーバッグ装置の従来例を示す図。

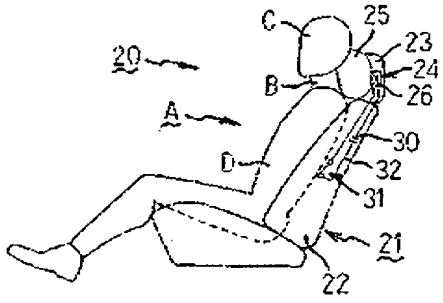
【符号の説明】

Ａ	乗員
２０	エアーバッグ装置
２１	シート
２２	シートバック
２３	ヘッドレストレイント
２４	エアーバッグ
２５	バッグ
２６	インフレータ
３０	バッテリー
３１	センサ
３２	ハーネス

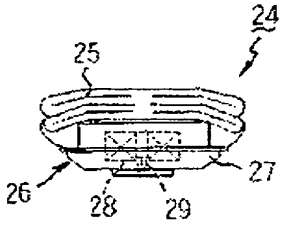
【図１】



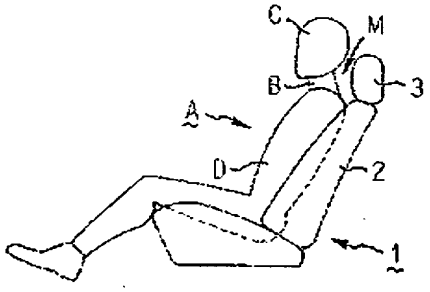
【図２】



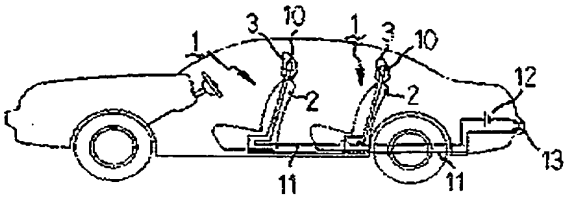
【図３】



【図４】



【図5】



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